

## STEERING COMMITTEE BACKGROUND INFORMATION

City of Alexandria | Department of Planning and Zoning

June 19<sup>th</sup>, 2015

**PURPOSE:** This information packet is in preparation for the Steering Committee meeting to be held on Monday, June 22<sup>nd</sup>. The intent is to provide you with follow up information on housing and background information on schools, density transfer legislation, implementation concepts, and implementation chapters for the Eisenhower East and Landmark/Van Dorn Corridor Small Area Plans. We also wanted to provide the draft guidelines for the Transportation and Connectivity sections. In reviewing the materials, please highlight anything that you would like to discuss in greater detail at the meeting.

- Housing Follow Up Information
- Draft School Guidelines to be Shared with Alexandria City School Board (awaiting feedback)
- Draft Transportation & Connectivity Principles & Guidelines
- Draft Outline of Eisenhower West Implementation Concepts
- Open Space Implementation Guidelines
- Density Transfer Overview and Legislation (See attached)
- Landmark/Van Dorn Corridor Plan Implementation Chapter (See attached)
- Eisenhower East Implementation Chapter (See attached)

## FOLLOW UP HOUSING INFORMATION

June 19<sup>th</sup>, 2015

**SOURCES:** The January 2015 Apartment Survey\* and a June 2015 survey of listings on MRISHOMES.com of for-sale multifamily units and single-family units in the Landmark/Van Dorn (LVD) area (defined as the area between I-495, Ben Brenman Park, Holmes Run Parkway, and I-395).

### 2015 RENTAL DATA:

- Approximate number of rental units in LVD in buildings/complexes with 10 or more units: **7,508**
- Market affordable units—rental units affordable to people earning 60% of AMI\*\*—in LVD: **534**
  - **7.1%** of all rental units in LVD are market affordable
- Assisted units—rental units affordable to folks earning up to 60% of AMI and secured as rental set-aside units or through some form of public support (for example, a City loan or other financing provided in exchange for affordable units; this count also includes ARHA-owned units)—in LVD: **951**
  - **12.7%** of all rental units in LVD are assisted
- Distribution of citywide market affordable units in LVD: **9%**
- Distribution of citywide assisted units in LVD: **26%**

*\*Please keep in mind that rental rates are subject to change across (and within) buildings and complexes and that a small increase in rent may reclassify a unit from market affordable to simply market rate.*

*\*\* Included below are the maximum rents for this income range (per the Virginia Housing Development Authority), along with HUD's maximum incomes based on household size for 60% of AMI.*

2015 VHDA	Efficiency	1 Bedroom	2 Bedroom	3 Bedroom
Maximum gross rent for 60% AMI for Alexandria City	\$1,147	\$1,229	\$1,474	\$1,704

2015 HUD	1-person household	2-person household	3-person household	4-person household	5-person household
60% of AMI (Area Median Income for Washington Metropolitan Area) [rounded]	\$45,900	\$52,450	\$59,000	\$65,520	\$70,800

**JUNE 2015 FOR-SALE DATA:**

<b>Multifamily</b>	LVD Area (excluding Cameron Station)	LVD Area (including Cameron Station)
Average 1- bedroom	\$181,769	\$191,036
Average 2- bedroom	\$257,028	\$269,760
Average 3- bedroom	\$282,300	\$340,811

<b>Single-family</b>	LVD Area (excluding Cameron Station)	LVD Area (including Cameron Station)
Average 2- bedroom	\$474,167	\$495,500
Average 3- bedroom	\$523,632	\$623,748
Average 4- bedroom	n/a	\$868,900

- As a point of reference, on average, a 1-person household earning 80% of AMI can afford a 1-bedroom unit priced up to approximately \$190,000 (assuming a \$400/monthly condo fee); on average, a 4-person household earning 80% of AMI can afford a 2-bedroom unit priced up to approximately \$268,000 (assuming a \$550/monthly condo fee). Please keep in mind that some older and/or highly amenitized condominium complexes can charge monthly condo fees up to \$750 for a 2-bedroom unit (for example at the Watergate). In these properties, condo fees also include some or all utility charges, as well as other fees.
- HUD's maximum incomes based on household size for 80% and 100% of AMI are included below.

2015 HUD	1-person household	2-person household	3-person household	4-person household	5-person household
80% of AMI (Area Median Income for Washington Metropolitan Area)	\$61,200	\$69,900	\$78,650	\$87,360	\$94,350

2015 HUD	1-person household	2-person household	3-person household	4-person household	5-person household
100% of AMI (Area Median Income for Washington Metropolitan Area)	\$76,450	\$87,400	\$98,300	\$109,200	\$118,000

## DRAFT SCHOOL LOCATION GUIDELINES (Shared with Alexandria City School Board)

City of Alexandria | Department of Planning and Zoning

Introduction: The Draft Long Range Educational Facilities Plan recommends a new elementary school on the west side of the City and lists as an option reserving a site in the Eisenhower West Small Area Plan. The draft Eisenhower West Small Area Plan proposes a new elementary school in the area. It is noted however that the Landmark/Van Dorn Corridor Plan (LVDCP), adopted in 2009 and covering the area immediately north of Eisenhower West, states that the LVDCP area may be suitable for a school. Therefore these guidelines would be relevant to an elementary school site in either the Eisenhower West area or the Landmark/Van Dorn Corridor Plan area.

- 1** Location
  - Location of facility should take into account the development and needs of both the Eisenhower West and the Landmark/Van Dorn Corridor Plan areas.
  - Locate in an area that is walkable and can provide good access using Safe Routes to Schools principles.
- 2** Circulation/Site Design
  - Site circulation (buses, student drop-off and facility service) as related to the typical cadence of a school day/night is critical to site development.
  - Buses and building services should have minimum site impact and shortest possible distance to building.
  - Locate fields and playgrounds to maintain community access for non-school hours.
  - Clearly identify the main building entrance and secondary entrances that may be used after hours for community facilities.
  - Collaborate with City of Alexandria Department of Recreation, Parks and Cultural Activities to provide access to play opportunities for all children.
- 3** Size
  - 2-acre site if located within ¼-mile of a useable park within safe walking distance.
  - 4-acre site if not located within ¼-mile of a useable park within safe walking distance.
  - Maximize useable outdoor space by building a multi-story building with a compact footprint.
- 4** Program Identified in the Long Range Educational Facilities Plan (LREFP)
  - K-5 elementary school needed on the west side of the City.
  - A new school site should consider an urban school model.
  - Facility should accommodate 700 students with the ability to expand to 850 students
  - School could potentially be located in a building with residential uses.
- 5** Potential Co-Location of a Community Recreation Facility
  - Community Recreation Facility sought in west end of City.
  - Co-location of a school and recreational facility should be explored.
  - Co-located facility should be located near residential development and have access to transit.

## DRAFT TRANSPORTATION & CONNECTIVITY PRINCIPLES & GUIDELINES

June 19<sup>th</sup>, 2015

### 1 KEY URBAN DESIGN ELEMENTS

- **FRAMEWORK STREETS:** Community members were vocal about the pressing need for improved connectivity throughout the Eisenhower West plan area. The Urban Design framework envisions a new grid of complete streets that builds on existing primary streets and provides improved mobility for all users.
- **EISENHOWER AVENUE AS A GREAT STREET:** Eisenhower Avenue is an important primary street, traversing much of the City of Alexandria east to west. The Small Area Plan envisions Eisenhower Avenue as a Great Street - an inviting multi-modal complete street that accommodates cars, bicycles, transit, with land uses and streetscape that create a desirable place with an attractive and comfortable pedestrian environment.
- **VAN DORN STREET:** The Eisenhower West Small Area Plan builds on the Landmark Van Dorn Corridor Plan's vision for *"...a redesigned Van Dorn Street, reconstructed as an attractive green boulevard with dedicated transit lanes and new pedestrian and bicycle facilities."* This Small Area Plan provides the opportunity to implement improvements to this roadway along its southernmost stretch. Van Dorn Street is critical to providing access to the Van Dorn Metro Station. Currently, the pedestrian realm along Van Dorn Street is very uninviting, especially as it bridges across Backlick Run and the railroad right-of-way. In that location, sidewalks are in disrepair or missing entirely, discouraging people from walking to the Metro Station. WMATA is currently conducting a pedestrian and bicycle Station Access Study. Recommendations from that study to improve connectivity and access to the station should be implemented in the interim before redevelopment of the station.
- **SOUTH PICKETT STREET:** South Pickett Street is an important connector from Duke Street to Eisenhower West. The Small Area Plan calls for the reconfiguration of the right-of-way to become a complete street as well. In the interim, bicycle lanes could be added to encourage cycling in Eisenhower West.
- **THE MULTI-MODAL BRIDGE:** Originally recommended in the Landmark Van Dorn Corridor Plan, the Multi-modal Bridge is being studied in detail as part of the Eisenhower West transportation study. This roadway and bridge between South Pickett Street and Eisenhower Avenue will provide a much needed major new north-south connection across Backlick Run and the railroad right-of-way. It will accommodate buses, bicycles, pedestrians, and vehicles connecting them directly from South Pickett Street to the Van Dorn Metro Station.
- **FARRINGTON-EDSALL CONNECTOR:** In order to provide additional north-south connectivity on the west side of the plan area, a new street connecting Farrington Avenue with Edsall Road is recommended. This street would bridge the railroad right-of-way and Backlick Run, providing a connection between Farrington Avenue and Edsall Road, creating new access to areas along the City of Alexandria/Fairfax County border, and discouraging cut through traffic through future neighborhoods there. This street will also include adequate facilities for pedestrians and bicyclists. Planning for this roadway will require coordination with Fairfax County.
- **NEW SECONDARY PARALLEL STREETS:** In order to provide new connections throughout Eisenhower West, new streets must be implemented with new development or redevelopment. New secondary streets that are generally parallel to Eisenhower Avenue, South Pickett Street, or Farrington Avenue are required.

- **NEW SECONDARY NORTH-SOUTH CONNECTOR STREETS:** New secondary streets that are generally perpendicular to Eisenhower Avenue, South Pickett Street, or Farrington Avenue, providing north-south connectivity are required. However, their exact location may be modified to accommodate development plans, so long as maximum block size is not exceeded.
- **BLOCKS:** Eisenhower West's network of streets and blocks will enable the development of compact, walkable neighborhoods. Block size and design can contribute to successful walkability. Long blocks with uninteresting or non-existent streetscape discourage walking while small blocks with a variety of buildings, vegetation, high quality streetscape and interesting things to look at encourage walking. Blocks in Eisenhower West should vary from 200 feet per side to a maximum of 400 feet. Where it is difficult to accommodate smaller blocks due to parcel size, topography or other factors, blocks may be up to a maximum of 500 feet, so long as the buildings along them have massing that is broken down and modulated with entrances, and storefronts or fenestration to avoid long blank walls.
- **PEDESTRIAN, BICYCLE AND TRAIL SYSTEM:** The Eisenhower West area will contain a linked pedestrian, bicycle and trail system connecting parks and open spaces. In addition, the primary streets in Eisenhower West will be complete streets that accommodate all modes of transit. Sidewalks will be provided on each street as will bicycle accommodations.
- **ENHANCE STREETSCAPES AND GATEWAYS:** The City has an active program to continue planting street trees. This plan seeks to maximize opportunities to enhance tree coverage with easy to maintain street trees. This will help to meet the overall City goal to achieve 40% tree canopy coverage by 2020. Two locations have been identified for streetscape enhancement as part of the City goal to create entrance gateways that provide a positive image of arrival to the City. The two locations are the City-owned property in the area of the Eisenhower Avenue collector (Claremont interchange) and the City-owned property at the intersection of Eisenhower Avenue and S. Van Dorn Street. The proposed enhancements could include special planting, lighting, paving, or historic overviews. The City will work with WMATA to jointly enhance WMATA's property on S. Van Dorn Street. The City's adopted Wayfinding Program has identified gateway signs at the two gateway locations and also identified vehicular directional signs on Eisenhower Avenue and Van Dorn Street. In addition, a vegetative screen is proposed adjacent to the Metrorail and CSX rail lines, to mitigate some of the visual and noise impacts from these uses. This vegetative screen would be planned and planted as part of the development of adjacent properties.

## **2 PRINCIPLES (Shared May 11<sup>th</sup> and Discussed at the May 13<sup>th</sup> Steering Committee Meeting)**

- Increase mobility for all by allowing for a variety of modes of transportation including driving, transit, bicycling, and walking.
- Reduce, mitigate or remove physical barriers to connectivity in and around Eisenhower West and to new and existing neighborhoods.
- Improve traffic flow, encourage transit use, and manage multimodal ways to connect people to their destinations and improve congestion.
- Establish a grid of streets and blocks to improve vehicular circulation that connects to transit systems and promotes a pedestrian scale of development.
- Create a high-quality and comfortable pedestrian realm to encourage pedestrian activity within Eisenhower West and to neighboring areas.
- Make bicycling a desirable and safe mode of travel around Eisenhower West and to neighboring areas.
- Provide safe, accessible, and convenient pedestrian routes and crossings to schools and transit stations/stops, parks and amenities.



### 3 GUIDELINES

- **STREET NETWORK IMPROVEMENTS**
  - Create a high-quality network of streets and trails to distribute vehicular traffic, and allow people to travel through a pleasant environment to their daily destinations.
- **PRIMARY STREETS**
  - Establish Eisenhower Avenue, South Pickett, and Van Dorn Street as “Great Streets” by turning them into complete streets that accommodate driving, bicycling, transit, and pedestrian activity, and support active uses adjacent to them.
  - Straighten the curve of Eisenhower Avenue between WMATA’s property and Metro Road to create a new mixed-use destination around a redeveloped Van Dorn Metro Station.
  - Implement the Multimodal Bridge connecting Eisenhower Avenue to S. Pickett Street.
  - Implement a connector street between Farrington Avenue and Edsall Road in coordination with Fairfax County.
  - Minimize curb cuts on primary streets.
- **SECONDARY STREETS**
  - Create a network of secondary streets, generally located parallel to and north and south of the primary streets in the Plan area that connects to and builds on existing primary streets.
  - Minimize curb cuts on secondary streets.
  - Combine curb cut entries to adjacent developments wherever possible.
- **TRANSIT IMPROVEMENTS**
  - As redevelopment matures, enhance transit throughout the Eisenhower West Plan area by providing new transit stops along all primary streets and at appropriate locations along secondary streets.
  - As development matures, create a new Transit Corridor along Eisenhower Avenue and accommodate the future West End Transitway
- **BICYCLING ENHANCEMENTS**
  - Provide enhanced bicycle facilities on Eisenhower Avenue, Van Dorn Street, S. Pickett Street, and the multimodal bridge.
  - Provide off-street trails to connect open spaces and parks.
  - Provide bicycle parking facilities and required bicycle parking standards at all new developments.
  - Provide BikeShare stations at key destinations around Eisenhower West.
- **PEDESTRIAN ENVIRONMENT**
  - Create a network of connected sidewalks, trails and paths for pedestrians.
  - Provide sidewalks along all street frontages.
  - Provide generous sidewalks that accommodate pedestrians and bicycles if bicycle lanes are not provided along the adjacent street.
  - Create safe, accessible, and well-marked pedestrian crosswalks at all street intersections.
  - Create a non-motorized trail and bridge connection across the railroad tracks from Clermont Street to Ben Brenman Park.
  - Create a non-motorized trail and bridge connection across the railroad tracks from Eisenhower Avenue to Cameron Station.
  - Create a non-motorized trail and bridge connection across the railroad tracks from Eisenhower Avenue to Armistead Boothe Park either as a stand-alone bridge, or as part of the Multimodal Bridge design.

## DRAFT IMPLEMENTATION CONCEPTS OUTLINE

City of Alexandria | Department of Planning and Zoning

June 19<sup>th</sup>, 2015

### RELEVANT SAP GOALS:

- Goal 1: Eisenhower West will be an integral part of the City's Eisenhower Valley economic engine in which economic development and employment opportunities are maintained and promoted by capitalizing on the Van Dorn Metro Station, proximity to the Capital Beltway, and the opportunity provided by the presence of large land holdings.
- Goal 2: Eisenhower West will have a vibrant mix of uses achieved through phased implementation, including a mix of residential and employment opportunities and are able to co-exist with industrial uses remaining in the area long-term.
- Goal 3: Eisenhower West will be a transit-oriented community, with focused density around transit nodes and corridors.

## 1 Zoning Strategies

Options for implementing the plan's vision through zoning include:

- CDD Zoning: One for each of the 6 neighborhoods
- Modification of existing zones (i.e., I, OCM-100 zones) or creation of new Euclidean zones
- Interim development overlay zone
- The zoning and phasing strategy will need to take into account that the zoning for some properties already allows densities consistent with the draft plan's objectives.
- Industrial/Residential Mixed Use Zone- Neighborhood 1/Van Dorn Innovation District
  - "PWR" Uses: Production, wholesale, repair
  - Important that a neighborhood not be dominated by any one use type
  - Limit amount of non-PWR uses like banks, Starbucks, etc.
  - Design and operation guidelines to ensure neighborhood compatibility
  - Residential may be located above these uses
  - Uses may be located on multiple floors

## 2 Allocation of Development Capacity/Transfer of Development Rights

- The Plan will set development ceilings for each phase of development (Catalyst, Choice Location/Limited Connectivity, and Implementing the Long Term Vision) as noted below.
- The amount of development permitted in each phase will be limited by the capacity of the transportation network, but will also take into account plan goals and objectives as well as the amount of development permitted by current zoning.
- The Plan will also set development ceilings for each neighborhood. It is anticipated that through the zoning and DSUP process, individual landowners will draw from the development ceiling for their neighborhood. This may occur through a CDD for each neighborhood or other zoning tool. Landowners will lay claim to this shared development capacity through the DSUP process and will be allocated on a first-come, first-served basis.
- In the event that the supply of development capacity is exhausted by DSUP approvals and other landowners are seeking development approval prior to moving to the next phase,



reallocation of development capacity (transfer of development rights) may be accomplished in the following way:

- Within neighborhoods, landowners may reach voluntary agreements with each other so that, for example, a landowner with an approved DSUP may voluntarily transfer some or all of the density to another landowner. This would be accomplished during the DSUP process, but the City approval of the density transfer would not be needed.
- If a DSUP reaches the end of its approval time limit (36 months) without beginning substantial construction and another landowner in the neighborhood would like to move to approval, the Planning Commission and City Council may take that into account when considering whether to approve an extension of the original DSUP. It will be in the interest of all landowners that development capacity (density) be allocated to projects that are ready to move to construction.
- The City should investigate a mechanism to allow landowners who dedicate land for public purposes above and beyond standard requirements for open space, roadways, etc, to transfer unused density to other landowners through voluntary agreements.
- There will need to be a means of recording density transfers so that it is clear at all times how much development capacity is allocated to each landowner.
- Density transfers between neighborhoods may be considered as long as transportation analyses show the impact on the transportation network is equivalent.
- Density transfers cannot be used to get around the land use mix minimums/maximums set by the Plan for each neighborhood.

### 3 Phasing

- Phase I: Catalyst
  - Catalyst projects are early projects that help create a critical mass of redevelopment activity.
  - Catalyst projects may include “interim redevelopment” or development that is wholly consistent with the long-term vision of this Plan.
  - The catalyst phase is characterized by limited expectations for developer contributions to mitigate off-site impacts of their development on infrastructure and public amenities; probably limited to current standard conditions. It may also be characterized by a streamlined regulatory process, primarily by substituting a limited set of design and use guidelines in place of the SUP process.
  - The amount of development that is included in the “catalyst” category will be limited by three criteria:
    - a. The amount of development currently permitted by existing zoning in each neighborhood.
    - b. The amount of development that, once approved and/or under way, will send a strong signal that Eisenhower West is on a sustained growth path.
    - c. The need, ultimately, to exit the “catalyst phase” so that planned development contributes to the infrastructure required to support growth in the corridor, particularly connectivity investments, open space, and schools.
  - During the catalyst phase, approved DSUPs will likely favor land uses that reflect current market conditions. This is acceptable as long as the Plan’s ultimate required land use mix is still achievable, both neighborhood-wide and site-by-site.

- Phase II: Choice Location/Limited Connectivity
  - This phase is entered when a critical mass of catalyst development is approved and/or under way, indicating that EW has become a choice location for new development in the region.
  - It consists of redevelopment consistent with the long term vision of the Plan and will likely be characterized by a greater proportion of non-residential development and denser office, commercial, and residential development at the Metro node
  - Increased requirements for developer contributions toward off-site impacts on infrastructure (connectivity, open space, schools, etc).
  - Phase II limits the total amount of redevelopment to that which can be supported by a limited set of transportation improvements which is still to be determined, but will likely not include the multimodal bridge or significant improvements to transit on Eisenhower Avenue itself.
  - Phase II will have an implementation plan calculating infrastructure funding needs and assigning shares to the public and private sources of funds.
- Phase III: Implementing the Long Term Vision
  - This phase is characterized by completion of the planned connectivity network and the other public facilities needed to support build out of planned development in Eisenhower West.
  - The Plan will set the amount of additional square footage that will be available for development approvals during Phase III, which will reflect the amount of development supportable by planned transportation improvements, including the multimodal bridge, transit infrastructure and service improvements, and pedestrian and bicycle facilities.
  - The Phase will also be characterized by completion of all non-transportation public facilities, including public space, education, and other facilities, recommended by the Plan that were not completed during earlier phases.
  - Phase III will have an implementation plan calculating infrastructure funding needs and assigning shares to the public and private sources of funds, which may be independent of, or a continuation of, the Phase II implementation plan.

## 4 Interim Development

- **Inspiration:** The Potomac Yard shopping center is an “interim development” that successfully meets shopping needs of area residents until the planned urban mixed use town center is ready to be built. Redevelopment of the shopping center is triggered by dramatically improved transit (Metro and BRT) as well as significant construction of planned development in Potomac Yard.
- **Rationale:** It is desirable to encourage certain types of redevelopment even if the building form is not completely consistent with the long term redevelopment goals of Eisenhower West as long as the uses will add to the livability of the area, will serve and attract employees to the corridor and stimulate office development, and generate economic activity and tax revenues.
- **Character:** Interim development is characterized by larger scale single story structures with surface parking and is considered interim because this construction type is inexpensive compared to the urban-style mixed use development ultimately planned for the corridor. The expectation is that as Eisenhower West matures, it will be economic desirable to redevelop

interim projects with more urban-style redevelopment. Interim development is also characterized as an auto-oriented use; that is, uses with a customer base of which a high proportion will arrive by auto.

- **Location:** The Clermont neighborhood is targeted for interim development since it is the location within EW that is furthest from a Metro station but which is immediately adjacent to a Beltway exit and traffic is currently functioning at a good level of service.
- **Uses:** The types of businesses envisioned for these interim building types are retail, retail-like, personal service and office uses that serve residents, employees and businesses. Examples include big box and comparison retail; restaurants, coffee shops and delis; day care; gyms and dance studios; medical, real estate and financial services offices. Permitted uses for interim buildings also include “maker” or “flex” uses such as production, wholesale and repair (“PWR”).
- **Duration:** Examples such as Potomac Yard indicate that “interim” buildings will likely not redevelop sooner than 20 years from construction. Limits on the duration of interim development (once constructed) would discourage it. The policy decision relates to this question: is redevelopment of this type for this length of time desirable? A potential response to this is that the plan should limit the duration of the period when interim redevelopment is encouraged to the “catalyst phase” or possibly a shorter time period, such as five years from the adoption of the plan.
- **Form and Regulation:** The Plan will support an amendment to the zoning ordinance allowing interim redevelopment, including big box, as a permitted use, as long as design guidelines are met. “Permitted uses” are not required to go through the special uses permit process. There may be other requirements normally required of buildings or uses that could be reduced or eliminated for interim redevelopment. These design guidelines will require buildings to front major streets, will require building entrances to face major streets and will require a minimum proportion of the street-facing wall to be window. Surface parking should be toward the rear or to the side. Since minimizing construction cost is an objective, building materials may be modest, but building and streetscape design should be as pleasing as possible. The siting of interim development should accommodate the planned right-of-way of Eisenhower Avenue, but may span more than one of the planned Clermont blocks, however, every effort should be made to site buildings so that their footprint meets the Plan’s block-size guidelines.

## 5 Cost of Capital Improvements: The Implementation chapter will provide cost estimates for public facilities and other capital improvements recommended by the Plan.

- Multimodal Bridge
- Pedestrian Bridge(s)
- School Site
- Farrington Connector
- Transit Enhancements along Eisenhower Avenue and Van Dorn Street
- Realignment of Metro Loop Road
- Straightening Eisenhower Avenue

## 6 Additional Implementation Strategies (to encourage coordination)

- Open Space Pooling: described in an attached document
- Joint Public Facilities
- WMATA Joint Development Program
- Special tax districts
- TIF district to fund a percentage of the infrastructure costs with the developer paying the remaining balance

## 7 Incentives/Support

- Areas where City may wish to provide incentives or encouragement (Focus Areas):
  - Van Dorn Metro Node
  - Clermont Node
  - South Pickett Node
  - Innovation District
- Regulatory, financial or programmatic incentives or support the City could explore:
  - Incentives for certain cultural uses or uses within a cultural district
  - Incentives for maintaining the presence of, attracting, or otherwise supporting local entrepreneurs or businesses – whether innovators, “Mom-and-pop” stores and restaurants, or other desirable businesses that might not otherwise be able to locate in the area
  - City may partner with non-profits, businesses, and other organizations to create incubator programs for green tech/complimentary businesses to NSF
- Reduce/eliminate SUP requirements and/or provide other streamlined permitting for specific uses (discussed categories include big box retail in Clermont and uses in mixed use buildings that would ordinarily require a separate SUP. Uses would have to meet certain guidelines regarding noise, odors, garbage and debris, and other impacts normally covered by SUPs to ensure that neighborhood impacts are minimized. For development projects, the guidelines would cover design, landscaping, size/SF range, parking, etc. Among the goals, uses reviewed during the DSUP process would not need to come back through the SUP process.

## DRAFT OPEN SPACE IMPLEMENTATION GUIDELINES

June 19<sup>th</sup>, 2015

### 1 GENERAL OPEN SPACE IMPLEMENTATION PRINCIPLES

- Each residential development within a neighborhood must provide 30% ground level open space (with the exception of the Van Dorn Metro Center Neighborhood, which will require 25%).
- In order to provide a high quality, usable open space, each block/development may provide 10% on site and 20% shall be pooled with other blocks/developments to provide a series of neighborhood-serving, publicly accessible parks/open spaces.
- The 20% may be provided as land or as a standardized contribution in lieu toward land acquisition and improvements, through a contribution formula discussed below.
- These open spaces may be identified through coordination between development blocks within each neighborhood, but shall be a minimum of ½ acre, centrally located, accessible and well suited for use as a public park.
- Development rights for land dedicated for open space or other public facilities that are above and beyond the standard requirement may be transferred with voluntary agreements (*concept under review*).

### 2 PREFERRED OPEN SPACE SITES GUIDELINES

- Throughout the Eisenhower West Plan Area, some preferred open space sites are specified within certain neighborhoods.
  - Bush Hill Neighborhood: The Bush Hill property is identified as a preferred site option for a neighborhood park.
  - Van Dorn Innovation District and Backlick Run Neighborhoods: The restoration and expansion of the Backlick Run is identified as the priority public open space, creating a connected park and trails system along the stream.
- Through redevelopment of blocks within these neighborhoods, the 20% ground level open space contribution may be pooled to achieve these preferred neighborhood parks.
- For land on which the preferred open space is located, property owners will provide the land, and will be compensated, through the remaining neighborhood open space contributions, for dedicated open space beyond the required 30%.

### 3 OPEN SPACE CONTRIBUTION FORMULA

- Using the previously approved Eisenhower East and Braddock Neighborhood Open Space Funds as a framework, staff is recommending the establishment of a dedicated Eisenhower West Open Space Fund Account to ensure the necessary funding is available for open space acquisition and improvements recommended in the Eisenhower West Small Area Plan.
- The Plan recommends that when developers are not providing a total of 30% ground level open space on site within the Eisenhower West area (either individually or as part of an open space pool), they shall contribute a fee in lieu of this.